

Tonight's Meeting

- 6:30 Open House (View the Exhibits)
- 7:00 Presentation
- 7:45 Questions & Answers
- 8:00 Answer Questions at the Boards





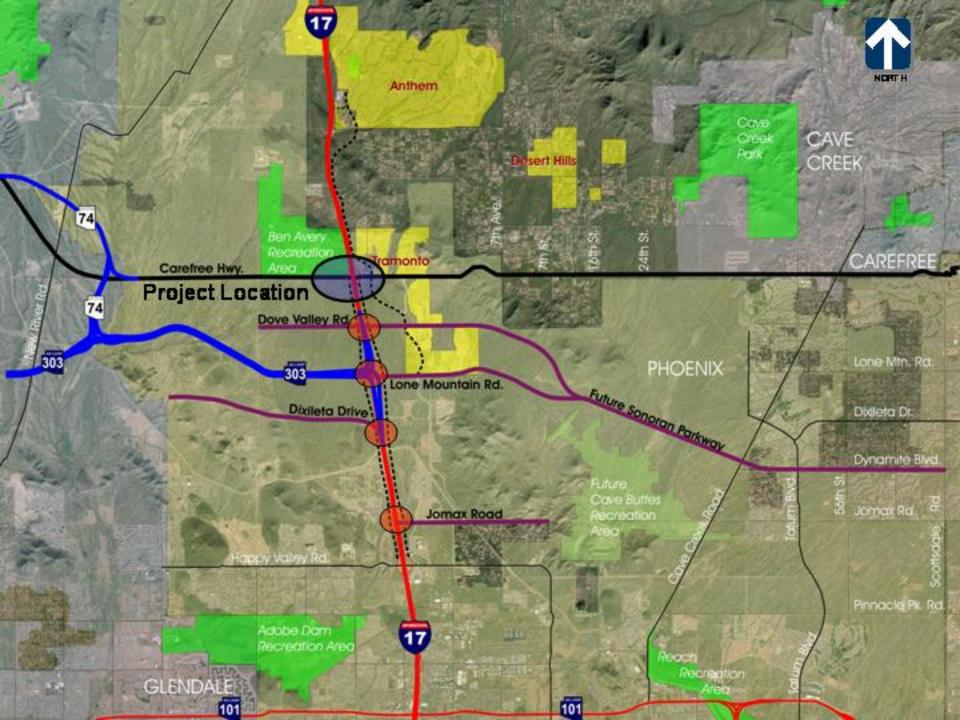
Public Information Meeting I-17: Carefree Highway Traffic Interchange Re-Evaluation

November 14, 2005



Agenda

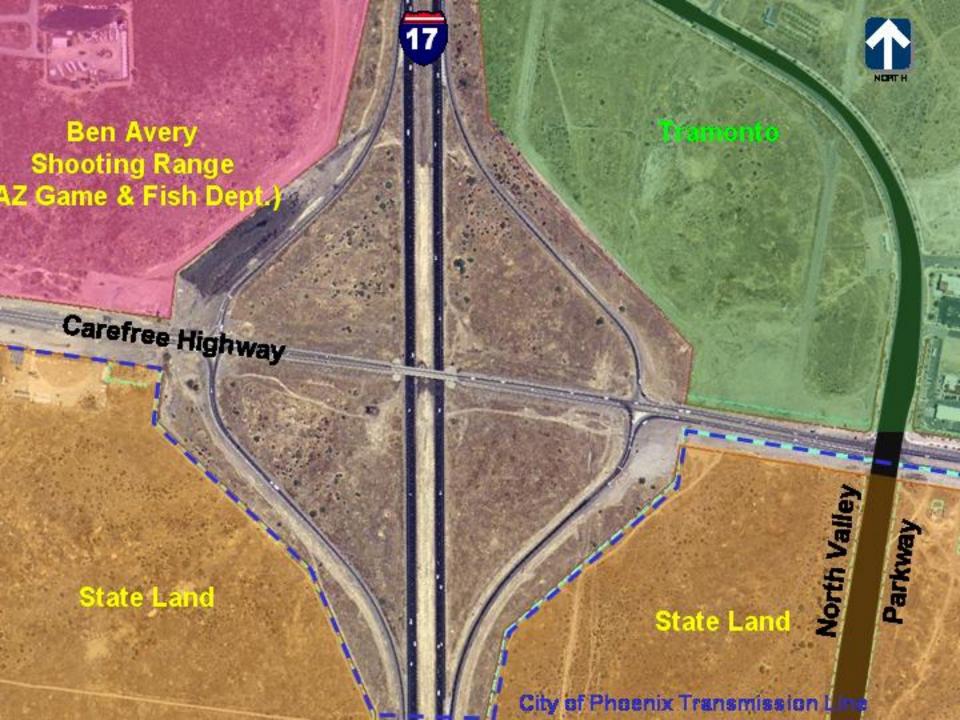
- Brief Background / History
- Options Considered
- Results of Re-Evaluation
- Details of the Preferred
- Your Comments / Questions





Site Constraints



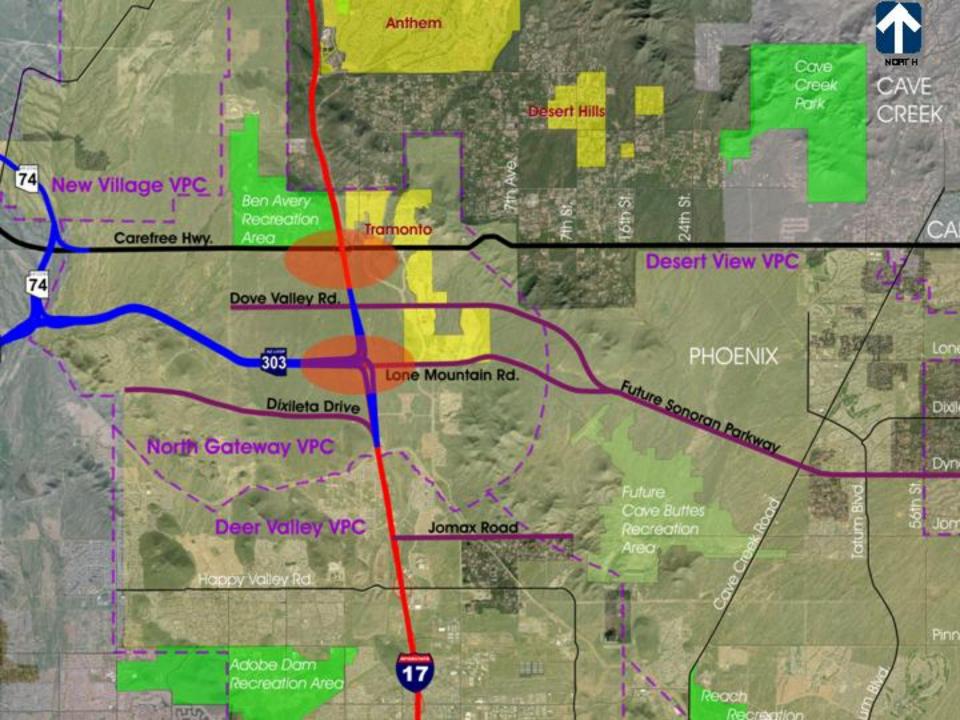






 Interchanges considered but not being carried forward

⊠Systems Interchange

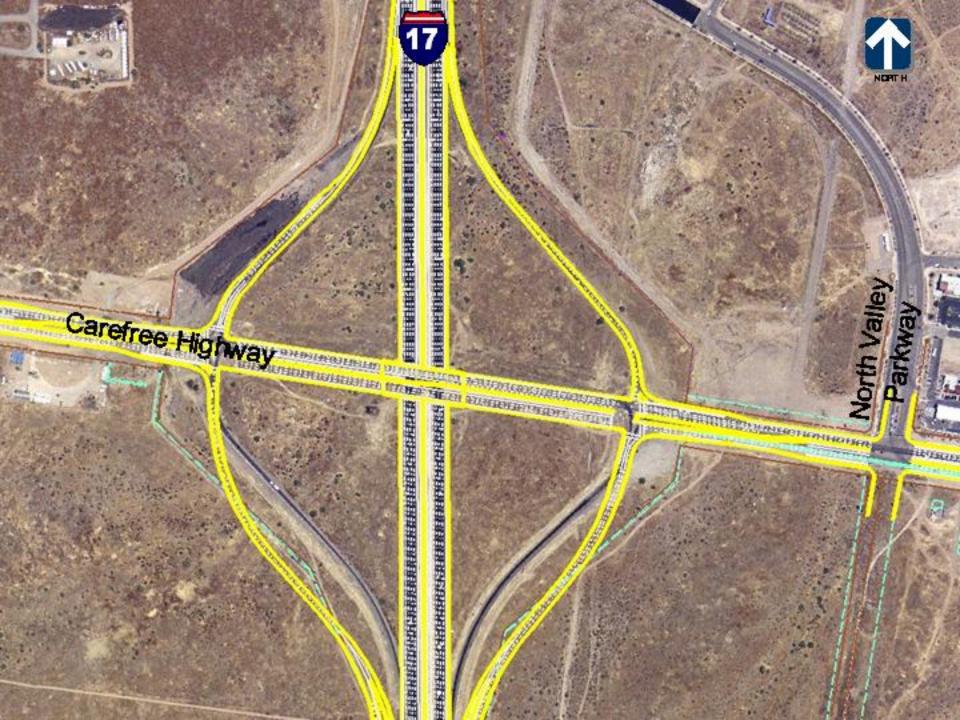




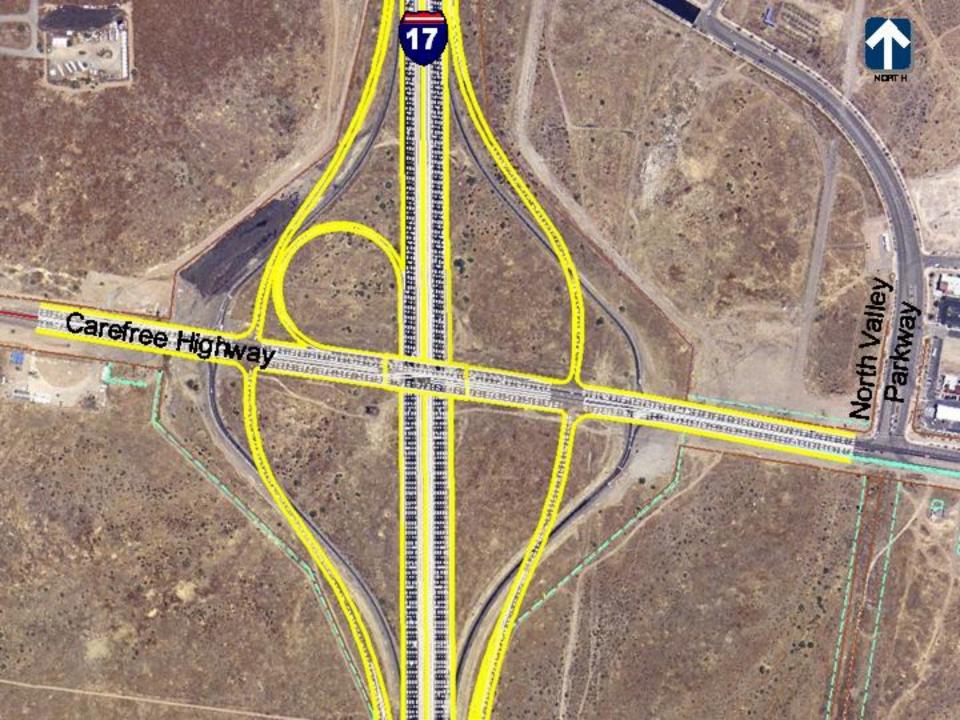
Interchange Configurations Considered:

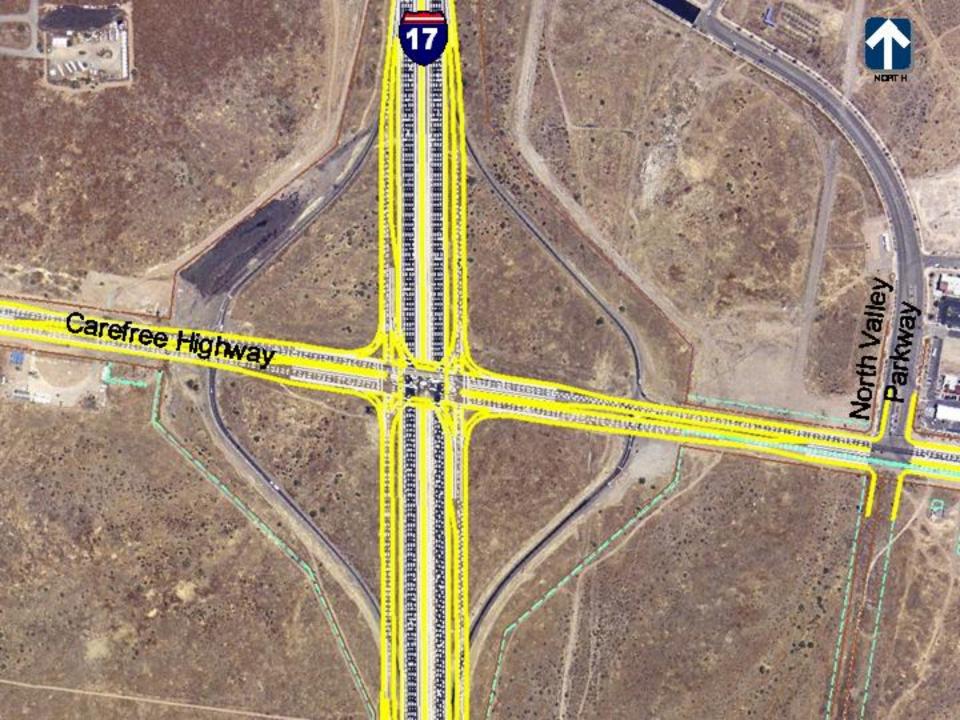
- Single Point Urban
- Tight Diamond
- Spread Diamond
- Full Clover Leaf
- 1 & 2 Loop Partial Clover Leaf

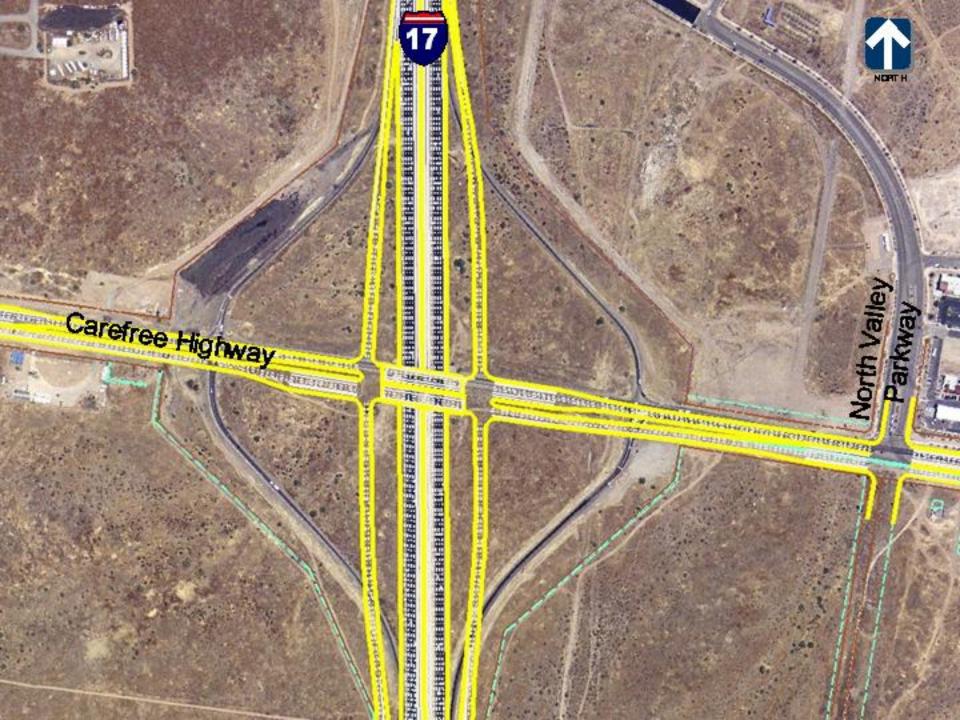








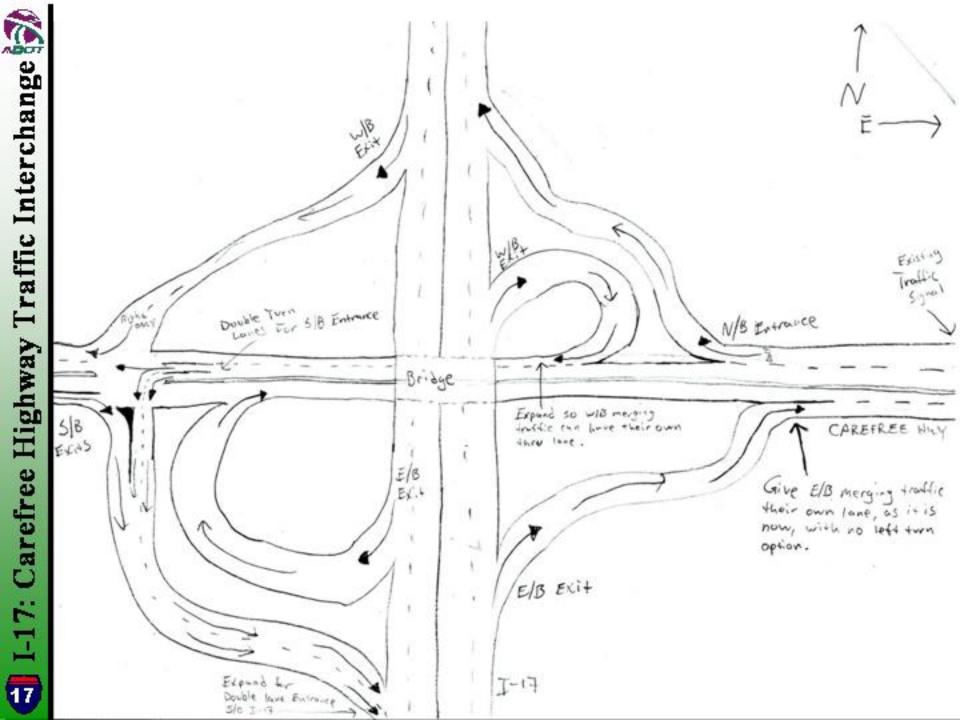






Gather ICOs from

- -Agency Stakeholders (Aug 18)
- Tramonto Residents Alliance (Sept 6)
- New River/Desert Hills Community
 Association (Sept 7)
- North Gateway Village Planning
 Committee (Sept 8)
- -General Public (Sept 22) 180 Attend.





Summary of I C O's:

- -Concern about Left Turn Delays
- -Lake and Truck Traffic an Issue
- Desire for Frontage Roads & NVP
- Why limit the installation for 20-years of growth. It needs to be bigger...
- -Parclo Preferred (83%)
- -Cloverleaf still has vocal support



Here we go again, folks!

The DOT is using the same tactice they did pusning roundabouts. Nothing less than a full blown cloverleaf with a six-lane bridge (which, incidentally, was to be incorporated with the roundabouts) will work. Traffic signals will only hinder traffic causing unnecessary stopping and starting.

A: example: we are driving an 18-wheeler, or a big dump truck pulling a dump trailer, or an RV pulling a 25 or 30 foot boat, traveling north on Rt. 17 wanting to go west Carefree Hwy. We will exit onto a (partial) cloverleaf and

come to a dead stop at the traffic signal. These rigs need at least two lanes if not three on the off-ramp and two or three lanes on the bridge to prevent bourcing the rear trailer wheels over the curb on a 90degree turn. The light turns green and we not only have to get the rig moving but accelerate uphill as well. So we're creeping up the bridge, reach the top only to be confronted with a possible red light at the bottom. So, we now have to creep down to be able to stop at the bottom if the light is red. By now, the light behind

us turns red again and all other vehicles are backed up and stopped, idling engines spewing fumes, not to mention the fuming drivers.

As far as too much merging in a full cloverleaf, which Mr. Wilbrink is concerned about, every highway at every intersection has an acceleration and deceleration lane which we all use every day. So the argument of merging is groundless and uncalled for.

This intersection has to be built right the first time!

Allen Cohon, Desert Hills





Cloverleaf Policies:

California: Caltrans has a policy that when Cloverleafs are re-built, they be turned into Parclo interchanges.

- Remove the dangerous weaves
- · Requires more accel/decel space



Cloverleaf Policies:

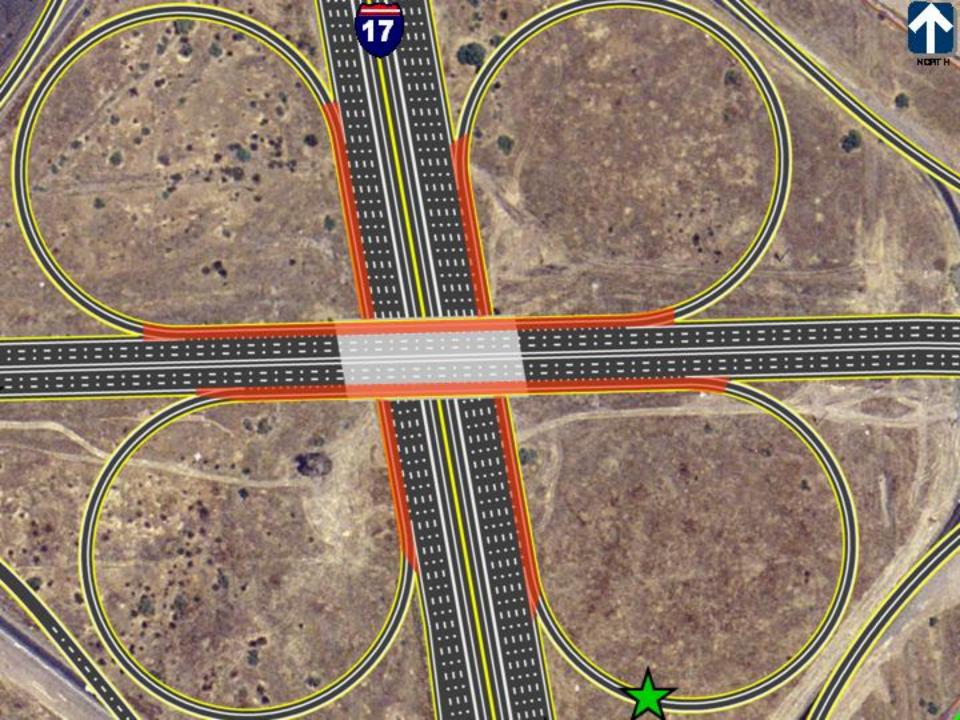
New Jersey: The first state to build a cloverleaf ('66), is replacing them with diamonds and Parclos.

- Remove the weave between exit and enter conflicts
- Replace with straighter ramps with no weaving required.



Concept Evaluation Criteria

- -Interchange Capacity/Efficiency (LOS)
- Compatibility with Frontage Roads
- -Consistent with Community Expectations
- -Construction Cost



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Cloverleaf Policies:

American Association of State Highway and Transportation Officials:

- Adaptable in Rural Areas
- Quality of Service deteriorates rapidly with heavy turning movements
- Separate Collector-Distributor
 Roads are recommended

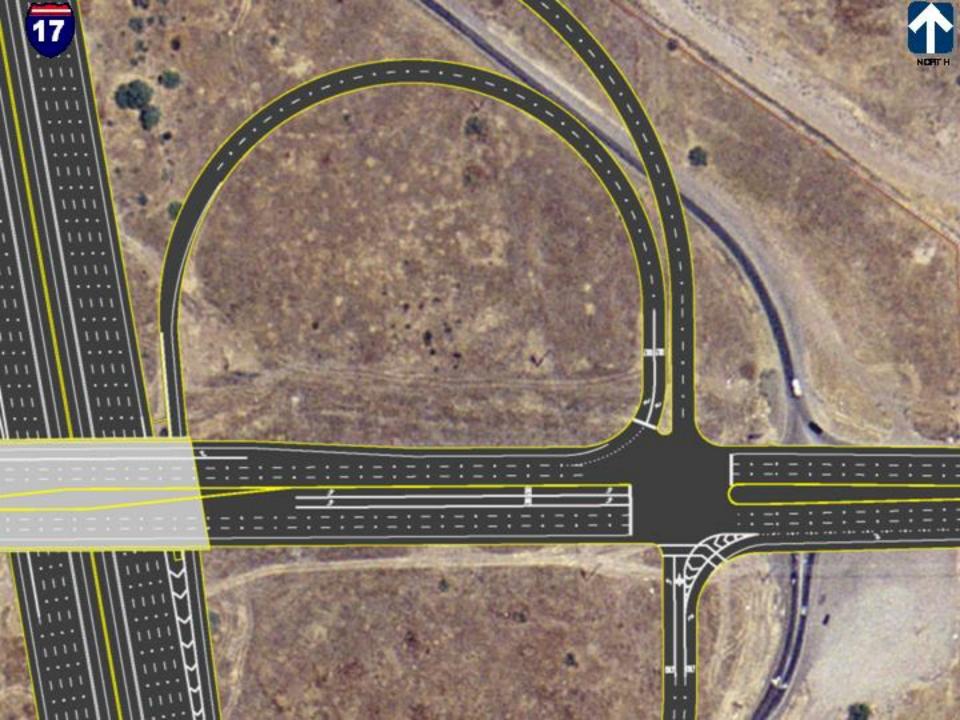
17



General Evaluation:

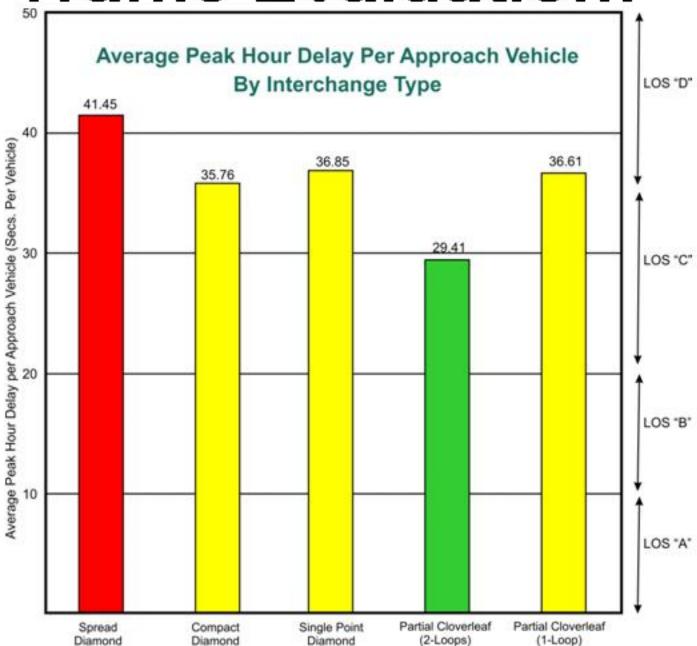
Interchange Option	Traffic Delay LOS	Cost	Frontage Road Compat.	Public Opinion (Left Turn Con.)
Cloverleaf	Not Evaluated: Not Agency Acceptabl	\$ 13 Million	No	Limited
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read			/es	
Par Clo	LOS C in 2030	\$ 12.5 Million	Yes	83% Desired

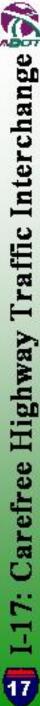






Traffic Evaluation:

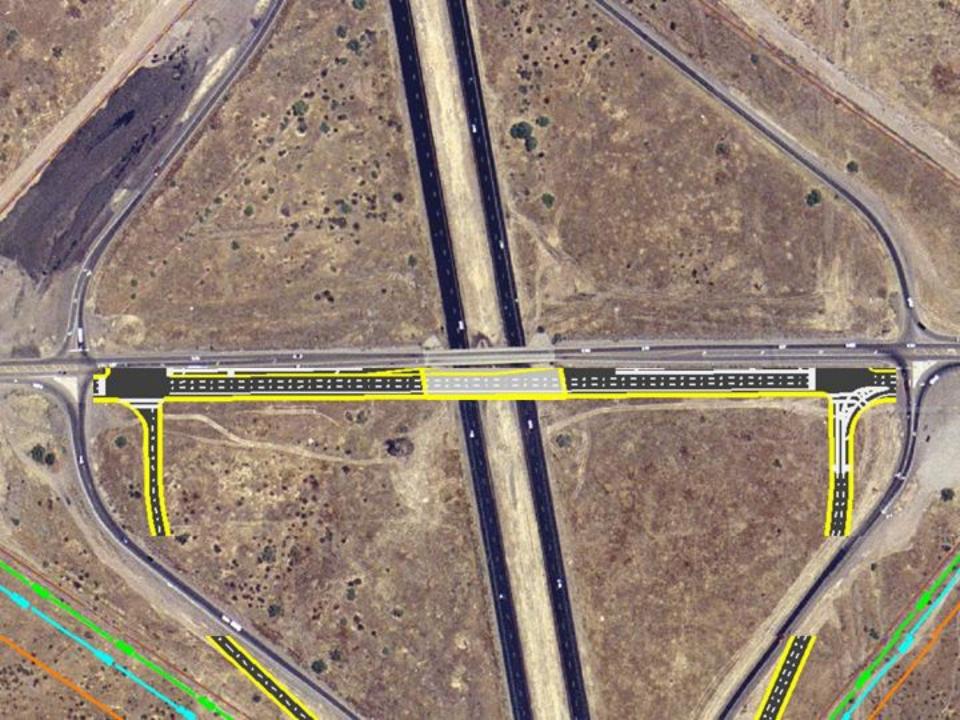






General Evaluation:

Interchange Option	Traffic Delay LOS	Cost	Frontage Road Compat.	Public Opinion (Left Turn Con.)
Cloverleaf	Not Evaluated: Not Agency Acceptable	\$ 13 Million	No	
SPUI	LOS D in 2030	\$ 16 Million	Not as Efficient	
Tight Diamond	LOS D in 2030	\$ 16 Million	Yes	
Spread Diamond	LOS D in 2030	\$ 12.2 Million	Yes	
Par Clo	LOS C in 2030	\$ 12.5 Million	Yes	







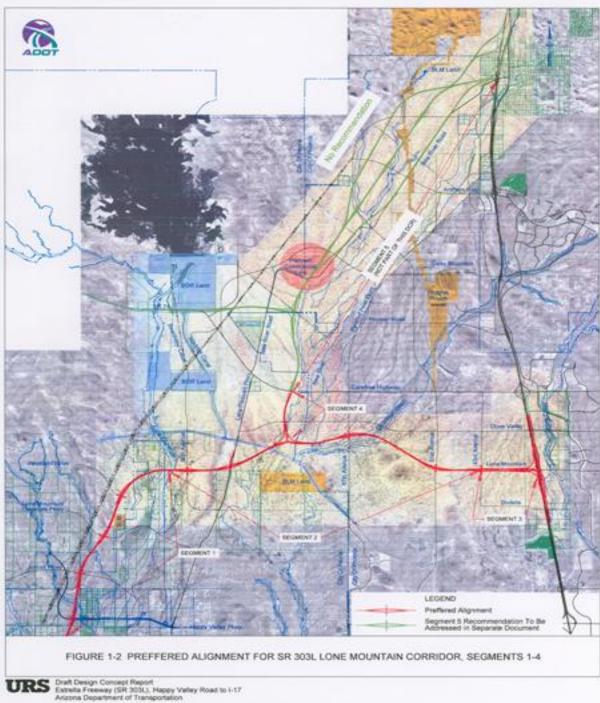






Phased Construction





SR 303L, Happy Valley Rd – I-17

Studies..... Design..... Construction....

HOW ABOUT DOING SOMETHING NOW!!!





Proposed Schedule:

- Carefree Traffic Interchange
 - Start Final Design

Winter 2006

Complete Construction

Summer 2008

- I-17: Loop 101 to Carefree Hwy
 - Start Final Design

Summer 2005

Complete Construction

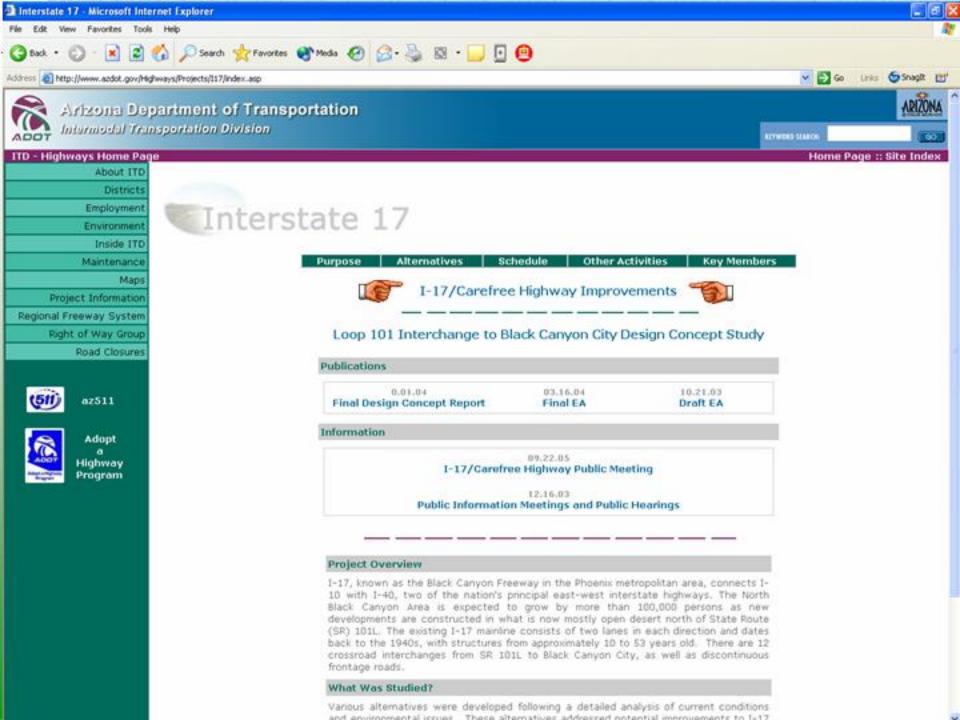
Summer 2009

- Loop 303: Happy Valley to I-17
 - Start Final Design

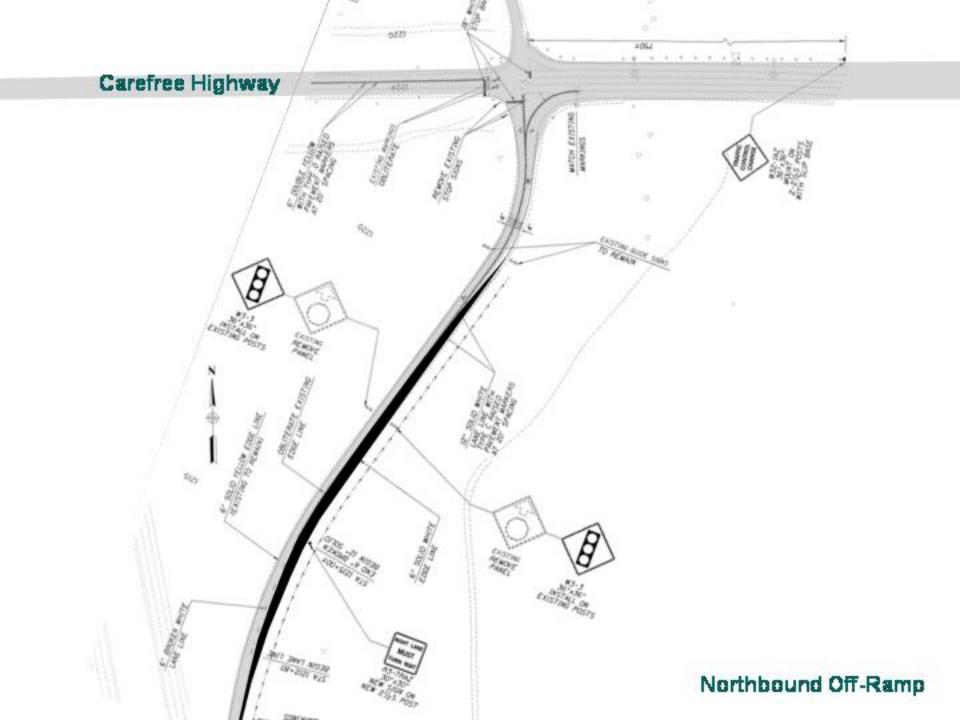
Fall 2005

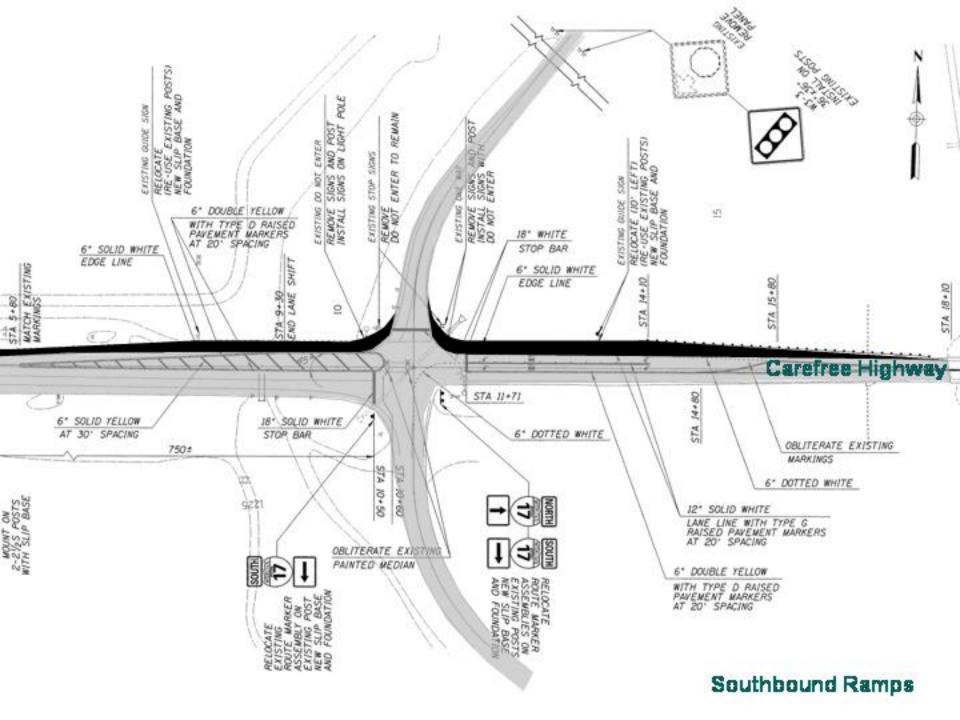
Complete Construction

Spring 2011

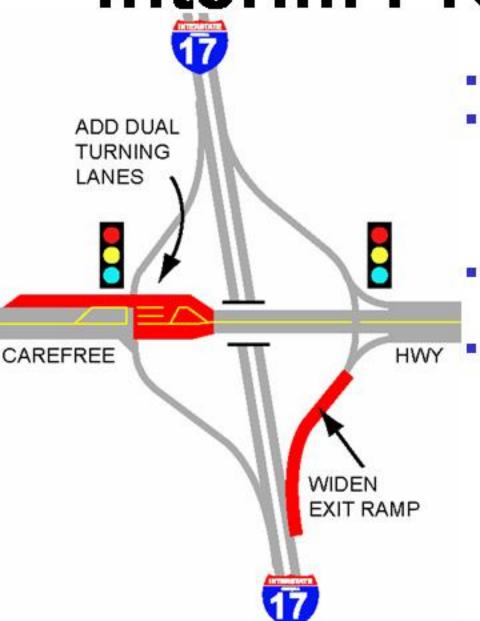












- Add signals
- Improve ramp and turning lanes

- Begin construction:
 - Oct-Nov 2005
- Construction Time:
 - 3-months.